



# **messing about in BOATS**

Special Features This Issue  
Giant Five Day Messabout  
A Cruise Aboard Schooner *Heritage*

Volume 13 - Number 13

November 15, 1995







Published twice a month, 24 times a year. Subscription price is \$24 for 24 issues.

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Volume 13 - Number 13  
November 15, 1995

## In Our Next Issue...

Events: Roger Crossland's "Sea Explorers & Lighthouses Gam '95" and our "Oarmaster Trials '95".

Adventures: Bill Woodhead's "Harold & Chrissy", Steve Osborn's "Wreck of the *Westward Ho*", and Craig Lund's "Two Days on the Maine Island Trail".

Projects: Greg McMillan's "Changing the Design", Steve Krzysko's "Bolger Clam Skiff" and Bunny Fernald's "First Boatbuilding Venture".

Designs: Muriel Short's "Super Pelican Yangtze 18", John Marples' "Cyclone 23 Trimaran", and Phil Bolger's "Light Peapod".

Techniques, Tools, Etc.: Sam Overman's "Epoxy Patch Filler", Les Gould's "Another Boat Scoop", Chris Crandall's "Designing on the Internet", and Reed Smith's "My Learning Curve is a Flat Line".

## On the Cover...

Fred Shell at play on a boisterous Lake Champlain in his Clipper 15 trimaran, the second in our series featured in this issue.

## Commentary...

When we went up to the Burlington, Vermont area last summer to take in the Lake Champlain Small Boat Show at Basin Harbor (see August 15th issue), we also wanted see Fred Shell's trimaran designs, since we wanted to include his unique approach to multihull sailing in the series we are now running on trimarans.

It had been several years since we had seen Fred and Debbie Shell, somehow the three plus hours on the Interstates to go from the Atlantic shore here in Wenham to the Lake Champlain shore where the Shells live and work always seems to be some sort of obstacle to more frequent get togethers.

Typical of how I seem to do this travelling, we made the trip a combo thing. If I am going to take a day or two away from here to go somewhere, I seem to feel I somehow must combine into such a trip multiple opportunities for both business (magazine stories) and pleasure (seeing friends again). Is my time so valuable? My waiting until a conjunction of opportunities arises before I take off somewhere like this results in my not getting around as much as I ought to seeing people who have become close friends.

Being in the communications business brings me into personal contact with many interesting and congenial people, while the mail establishes ongoing relationships with hundreds more. Out of all these contacts certain ones seem to develop into closer personal friendships as that human instinct to be attracted to those who share our own personal quirks goes to work.

This happened to us with Fred and Debbie way back on our earliest contact. Fred was designing interesting small boats which he offered in unique kit formats and I wanted to see what this was all about. So we drove all the way up to Burlington, Vermont to find out.

Here was another small boat nut trying to make a living from his enthusiasm. He and Debbie had been potters in rural Washington state before coming east and settling on Lake Champlain, used to living on the edge making and marketing goods they created themselves. Moving into small boats, their partnership continued, all the while raising a family of four daughters. Security was not an issue of life that concerned them. Living the life they wanted to was what mattered.

Aha, kindred spirits! At that time, in the mid-'80's, Jane and I had already been living the on the edge life for 25 years. We immediately sensed this common outlook and enthusiasm for taking on life on their own terms in Fred and Debbie, and so, despite the distance (yes, I know, 180 miles, three hours isn't THAT far) we found with them friendship based on already really understanding each other.

The independence in lifestyle was also manifest in Fred's approach to small boats. He had his own ideas of what he wanted to create, unlike many small builders, he was not going to pursue traditional

ideas and concepts. I liked this immediately because I find small craft offer me the opportunity to mess about with my own ideas. While the traditional designs and modern concepts are certainly valid, they need not be the only way it can be done. Fred had seized this viewpoint right at the start.

His boats had a Scandinavian aura to them, short, shallow and beamy with lots of room in them for their length, and with names like "Sea Shell", "Merrily", "Marty", "Swiftly", and "Great Blue Heron". They had no centerboards or leeboards, nor deep keels, but instead long shallow keel/skegs. They were designed by eye, Fred drew no plans for any of them until long after his kits were out there being built.

His kits were unique, for each was completely dry assembled and marked by Fred before being shipped. And each included everything necessary to get afloat, Fred even cut and sewed the sails himself. Fred's idea was to interest and encourage people with no building skills at all in building their own boats. He found a market, and for a dozen years now he's been catering to it.

Last year, as regular readers know, I "discovered" trimarans, thanks to Dick Newick. And lo, after several years of having only intermittent communication with Fred and Debbie as our respective lives rushed ahead full of busy demands, here comes an ad from them for his Clipper trimaran kits, in 15' and 18' versions. Well, now here was new incentive to get into the van and head to Vermont again.

As it happened when we called, Fred had an 18 footer under construction in his shop for Bob and Debbie Zachman from Minnesota, who had bought one of Fred's Great Blue Heron kits in 1989 and loved this daysailer camper cruiser. Bob was now too busy working at his career to do another kit, so had contracted with Fred to build his new Clipper 18 when the multihull bug had bitten upon seeing Fred's creation.

It all came together with the Lake Champlain Small Boat Show weekend, for the Zachmans would be at Shell's, not only taking delivery but spending a week's vacation sailing the lake in their new boat. One of those conjunctions of opportunities that I mentioned that I seem to need to get me out of here had arrived. Guilt-free about unfinished work here, off we went. You can read about it in this issue.

On our way home after the Boat Show late Sunday, Jane and I did the self analysis thing once again that we do on most such trips. "We've got to do this more often!" Get out and visit those who have become our closest friends, far afield or not. That they almost all are involved in small boats should provide more than enough added incentive. Certainly spending a day and evening with Fred and Debbie, and meeting Bob and Debbie, who share our affection for the Shells, was overwhelming evidence of how much we enjoy such companionship.



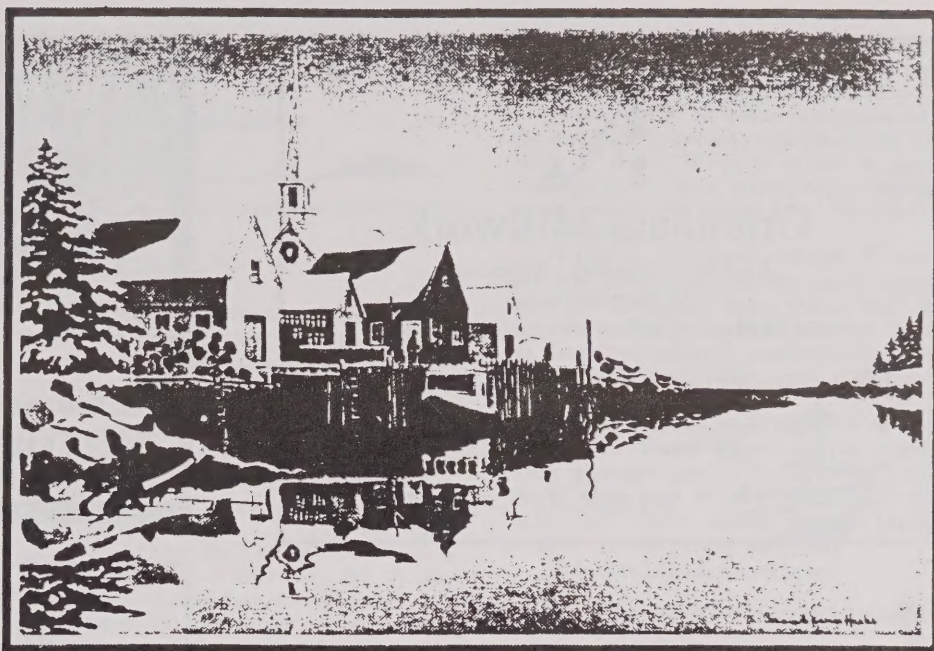
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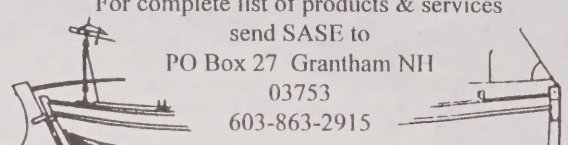


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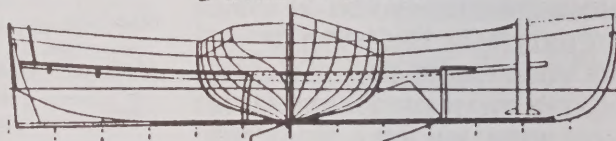
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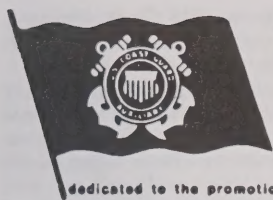
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Doug Scott







# UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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## Have You Checked It Lately?

If you happen to visit a Coast Guard small boat station regularly one sight will be familiar. Each day a crew member checks out every boat the station uses. You will see him (or her) turn on the flashing blue light, the navigation lights, the searchlight, the siren and the horn.

If you happen to be standing on the dock you will see a further check of each fire extinguisher. The flare kits are inspected for moisture. All engine fluids are measured. The radar, GPS and Ioran are all warmed up and examined and the radio is used for a radio check. Only when the daily inspection is completed is the boat ready for duty.

The contrast with all too many recreational boats is striking. As I do Courtesy Marine Examinations I ask the owner to turn on the navigation lights. Often they are not working (especially the stern lights on a "plug in wands" that seem par-

ticularly sensitive to corrosion) and generally the owner is truly surprised. "They were working last time I used them," he says.

"When was that sir?" Often it was several weeks, even months, ago.

"Sir, your fire extinguisher is discharged."

"But it can't be, I looked at it at the start of the summer." Sadly, fire extinguishers do lose their charge from time to time, especially, it seems to me, if they have plastic rather than metal heads.

Out-of-date flares are a chronic problem. Because they are good for 42 months from the date of manufacture, they are often forgotten. One boat I examined this summer had flares that expired in 1984! For eleven years that boater had been confident that he had adequate visual distress signals. He had never known that all flares are dated. Still worse are the damp, soggy


and totally useless flares that I have seen dug out of a locker. Clearly, nobody had looked at them for a long, long time.

The point is obvious. Equipment can and does fail, especially equipment we use rarely if at all. When it is not in good working order it is worse than useless, worse because the boater has a false sense of confidence.

I run an 18' center console. It takes less than five minutes to do a quick equipment check: Lights, horn, flares, fire extinguishers, throwable PFD in place, heaving line "immediately available", anchor, rode, towline and bridle neatly coiled and ready for use.

I do that check with my crew so that everyone on board knows exactly where every piece of gear is stored. My "radio check" takes care of itself when I call the local Coast Guard station with my order numbers before getting underway.

It is five minutes well spent.



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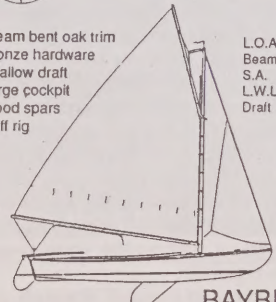
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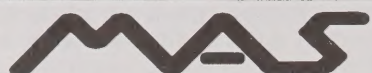
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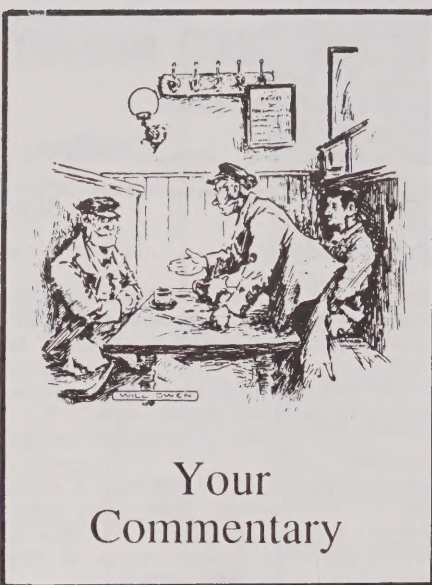
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*M.A.S. epoxy is particularly friendly to amateur builders...*

We found several advantages to using M.A.S. Most importantly, it doesn't form amine blush or film when it's used with the slow hardener, so sanding, painting, varnishing, and secondary bonding are much easier than with those better-known brands. M.A.S. epoxy also has a lower viscosity for easy fiberglass wet-out and smoother finish, and it's extremely clear so it looks great under varnish. M.A.S. epoxy is particularly friendly to amateur builders because the slow hardener allows a longer working time than most popular brands.

In fact we were so impressed with this new epoxy that we asked the folks at Matrix to let us sell it to our customers. Working with Matrix we developed a kit especially for kayak builders. It contains: one gallon of #718 resin, 1/2 gallon of #2072 slow hardener, metered dispensing pumps, and a 1/2-gallon tub of Cab-O-Sil silica thickener powder. Now compare our \$99.95 price to what you're used to paying.

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## Your Commentary



### About Ernestina

We enjoyed seeing *Ernestina* in Hugh Ware's report on the Boston Antique & Classic Boat Show in the October 1st issue.

For the record, *Ernestina* is 156' LOA, including bowsprit and boom overhang, and 106' LOD. She was built in Essex, Massachusetts in 1894 as a Gloucester fisherman, but went on to make twenty arctic voyages under Capt. Bob Bartlett, reaching 80 degrees 22 minutes north latitude, the record for any sailing vessel.

She later began 25 years of service in the trans-Atlantic Cape Verde packet trade in the 1940's. Today she sails as an educational vessel for the Commonwealth of Massachusetts, a gift to the state from the Cape Verde republic.

Her upkeep is funded through grants and memberships. Anyone interested in supporting *Ernestina* with a membership or by volunteering may contact her at her home port:

Schooner *Ernestina*, New Bedford State Pier, P.O. Box 2010, New Bedford, MA 02741-2010, (508) 992-4900.

Tora Johnson, Educator, Schooner *Ernestina*, Stillwater Homestead, Denver, NY.

### The St. Michaels Experience

Just came back from the St. Michaels Mid Atlantic Small Craft Festival. Unbelievable how many different types of small craft there are. It was crowded on the piers and small beach with 134 registered boats.

The wind was light Saturday but Sunday morning it was blowing. I sailed my Pacific Pelican both days. Met many people with the same love for small boats. On Saturday I asked a young man if he wanted to sail with my son and I. He jumped at the chance, and knew more about sailboats than he let on to us. Another new friend.

Henry Pinson, Attleboro, MA.

### How About Those Old New Hampshire Canal Boats?

Does anyone recall the old boats, c. 75' long, that in the early 19th century were poled up the Merrimac River and into a network of canals that apparently ran through the southern New Hampshire countryside at the time?

We went to Manchester on one of those wet, sloppy, gloomy days, a good one to do some Industrial Archaeology research I wanted to do there. We had a great time in the Manchester Historic Association, a wonderful place, and I came on this description of these boats that carried cargo back and forth on the early waterways, before the advent of the railroads.

I never knew before that it was so extensive, and wonder if anyone has investigated the design of these boats, perhaps built some and tried poling on the present day Merrimac with them. It would be quite a sight, and some effort too, but interesting. It's things like this a country so quickly and easily forgets, now, fascinating and hard to believe it ever happened.

Alicia Moore, Ipswich, MA.

### Getting the Boat Home Story

After reading about the travails of getting the Stone Horse back to Narragansett Bay from Maine. I just had to recount my recent passage from Portland, Maine to Albany, New York.

My friend Robert bought a Sea Ray Sundancer 30, 1987 model in Portland, even though he had been taken to the Maine Boat Builders' Show. This boat looks like a shoe as it has windows that resemble eyelets in a shoe. I chide him a lot and call it his "Shoe Boat".

He needed to get it to the Thousand Islands and I was enlisted to help. We blasted out of Portland about 9am on June 13th, got the Garman 75 working and were making about 20-22 knots over the ground. When we got to Gloucester, we felt we should top off the tanks as one fuel gauge was falling much faster than the other. Each tank took 40 gallons so the problem was the gauge. The wind later came up but we pounded over to the Cape Cod Canal and tied up for the night at a friend's dock in West Falmouth.

The next morning we went across Buzzards Bay to Point Judith for another drink of fuel. The run down the sound was flat and fast. We fueled again at the World's Fair Marina behind Shea Stadium at the end of the La Guardia Runway. The trip down the East River and around the Statue of Liberty was spectacular. We spent the night at the ferry terminal and marina in Wehawken, New Jersey. The view of Manhattan with a full moon rising was truly outstanding.

Thursday morning we bought some breakfast on the ferry and were off up the Hudson. The Hudson up to Kingston was magnificent. We lunched and fueled up in Kingston and made a stop at the museum, then set off to Albany. We tied up at the Troy city dock at 5:45 Thursday evening. Not a bad trip at all as long as the owner had \$25/hr. to keep the "Shoe" moving. It's quite a way to travel.

Joseph Spaulding, Skaneateles, NY



## A Homebuilt Boat Association? A Backyard-Built Boat Club?

Whenever I go boat dreaming, I go to the library and look at the designs in back issues of old *Rudder* and *Motor Boating* magazines. I learned a lot of history in those pages and met some famous boats, like the Sea-Goer and H-28. I re-read the books of designs by William Atkin, collected from his monthly design column in *Motor Boating*, which was highly personal and well written, a dreamer chewin' the fat with other dreamers. For years, I wanted to build an Atkin boat, but since I'm nearly 50 and not the best woodworker around, I've stuck to "instant" Bolger boats from Common Sense Designs and marvel that I float on dreams I've brought to reality.

This spring, my wife and I bought a ten year old, homebuilt, steel hulled version of Atkin's 27' "Coot Schooner", a design from the '30's. We call her *Storma-long* after the mythical hero of the north-east schooner fishing industry. She is heavy and safe, a good boat for cruising Puget Sound, heading up to Alaska and circumnavigating Vancouver Island. We just took her on our first cruise to the San Juan Islands. She seems to fit us.

So, just when my respect for Billy Atkin reached new heights, I read Susan Peterson's article about her William Crosby designed Osprey sloop *Ariel* (August 1st) and Philip Teece's "Remembering the Homebuilts" (September 1st). As a fan of the "magazine" boats, I have a copy of the Osprey plans in my file cabinet. I certainly share Mr. Teece's respect for the "Backyard Builders' Era", for the boats and the men and women who built them.

These articles and my own experience have gotten me to thinking every now and then that there should be an association for the builders and owners of homebuilt boats. I'd like to include every boat and everybody, but get overwhelmed by the quantity of dinghies and kayaks built in backyards these days, plus the production versions of boats like "Ingrid" and the "H-28".

Part of me wants to focus only on cruising sailboats, but that would ignore many fine old power cruisers. I'd like to pay special tribute to the "magazine boats" whose plans appeared in the fore-mentioned monthlies, but that would ignore the modern do-it-yourselfers. It's too big a job for one person; maybe a few of us can work together and divide up the labor by boat categories.

I can think of a few purposes for such an outfit:

1. To keep alive the spirit of backyard boat-building.
2. To honor the designers who have designed boats for backyard builders.
3. To preserve traditional designs while supporting modern derivations and innovations that produce seaworthy, sensible and "wholesome" boats.
4. To create a catalog of homebuilt and/or "magazine" boats so prospective builders can contact owners and builders about performance qualities and construction challenges, and so we all can see these designs in three dimensions.
5. To support traditional and modern construction techniques and help encour-

age designs that can be built by beginners as well as professionals.

6. To celebrate the "unique (sometimes rather quirky) individuality" of the boats, builders, owners and aficionados of homebuilt boats.

7. To allow us owners and builders to show off our boats.

There are probably more. If anyone is interested in this idea, and would like to share the work in forming such an outfit, send me your name and address.

Bob Gerfy, 6526 57th Ave SE, Snohomish, WA 98290.

## Rowing Refreshes the Soul

Recently I rowed through Essex (CT) Back Bay watching some 200 white swans feeding at low tide on the bottom, with their long necks submerged.

Once in a while on these outings I spot an anchored yacht that simply takes my breath away, so beautiful, usually '20's or '30's vintage.

Al Curran, New Britain, CT.

## Good Health

Excellent magazine, I look forward to receiving it and keep all copies for reference. I can't imagine how you can do so much great coverage.

"Good health".

Tony Gambale, E. Boston, MA.

(Editor Comments: I receive notes from time to time from readers concerned about my health in view of what I appear to have to do to get out this magazine. To allay such concerns, I am not overworked, enjoy excellent health, am physically fit, and will probably live to be a tiresome old crank if my genes have their way. With official senior citizen status now as a result of my 65 years, I am still just their little boy to my 94 year old mother and 89 year old father, both in good health.



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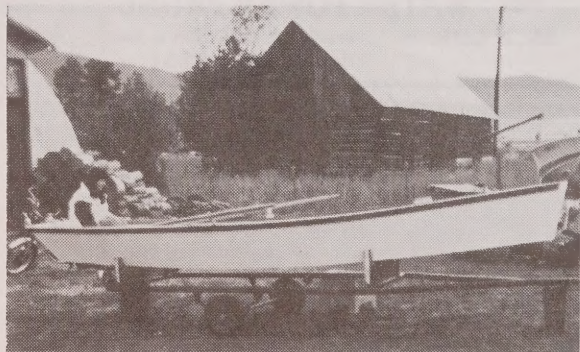
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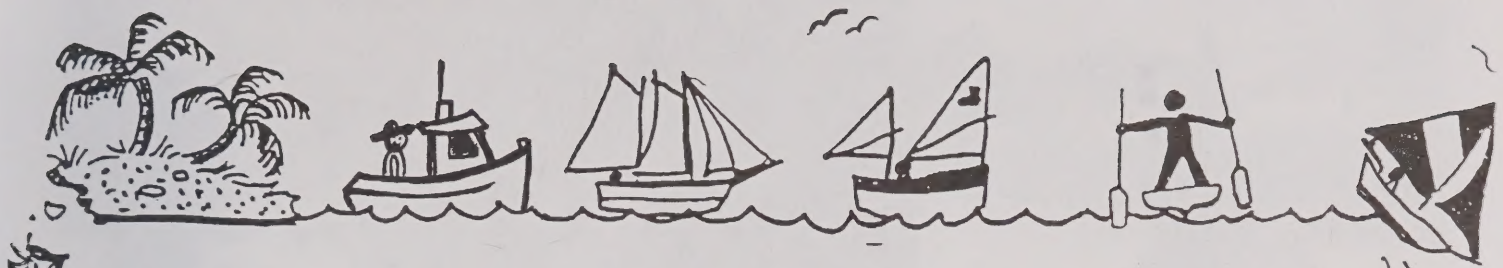
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## Annual Giant Five-Day Small Boat Messabout

By Annie Kolls

Once again we Scuzzbums messed about in style at our Annual Giant Five-Day Small Boat Messabout. As usual, the boats were great and the people were warm and friendly. The kids had a ball too, as you can see by the pictures.

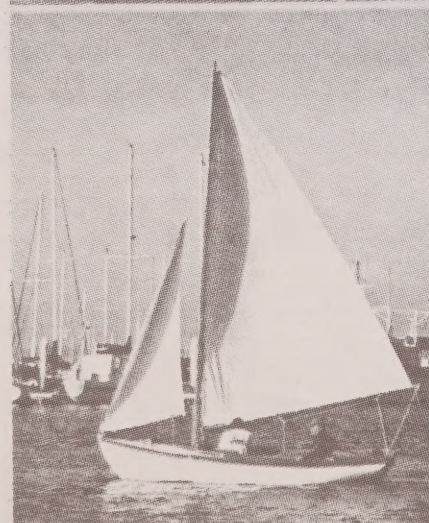
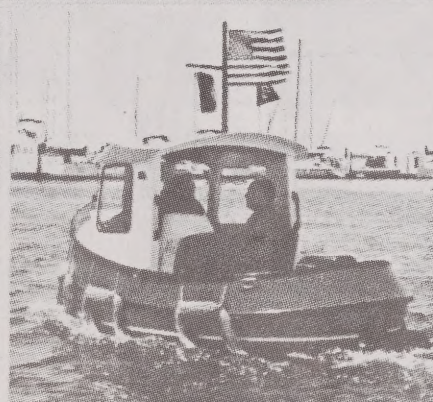
I think the "star", if you will, of this year's attending boats was the Herreshoff 12 -1/2 built and brought by young Pete Evenstad of Santa Ana. Pete is a 30ish hard working professional and family man with young children. To see someone like him finding the time to not only appreciate, but build with such talented craftsmanship, such a classic beauty as the 12-1/2, just blows me away (with some exceptions, most of us are hovering somewhere between Jack Benny and George Burns, and are either full time boatbuilders or retirees with plenty of time.)

I fell in love with a Beetle cat from the Rainbow Fleet in Nantucket. Brought out here by a man who wanted his 5 yr old to learn to sail, it just sat at his yacht club, and no one sailed her. I wanted to buy the boat and fell in love immediately. Maybe it was the passionate purple sail. Unfortunately I couldn't afford to add another to my fleet until I sell one of my current "boat/children". I hope he still has it for sale when I am ready.

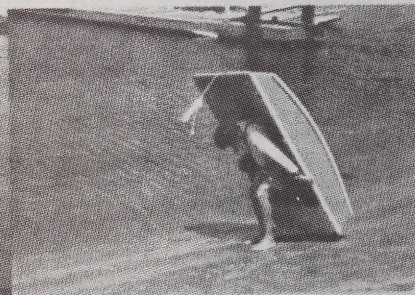
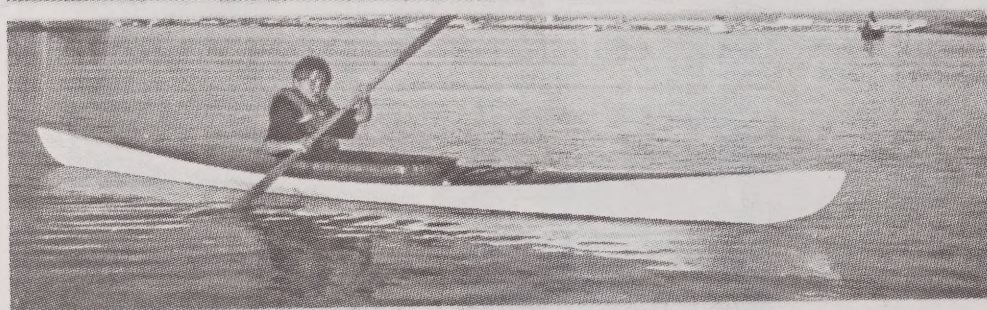
Small boats are soooooo easy to fall in love with. I adore all the boats in our organization, and positively drool at some, like the lovely 1922 Whitehall, *Tern*, restored by one of the most talented men in our club, Bill Horner of Huntington Beach. His boats are so exquisite, they belong on a mantel.

It's hard to believe, I suppose, that 70 people could find so many things to do in five days, but we were so busy trying out boats, eating, talking, telling jokes, and enjoying the water and each other, that the time just flew by, and all of a sudden it was Sunday afternoon and people were reluctantly putting their pretty boats back on top of their vehicles or trailers, and saying the long goodbyes.

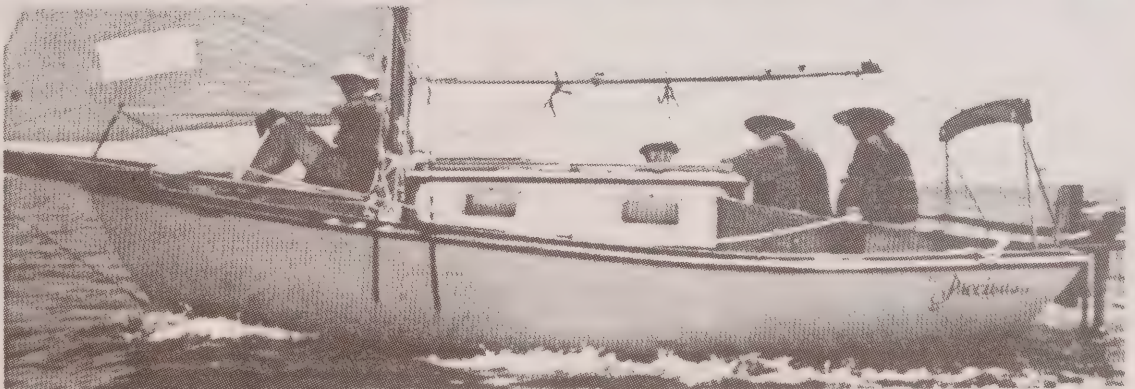
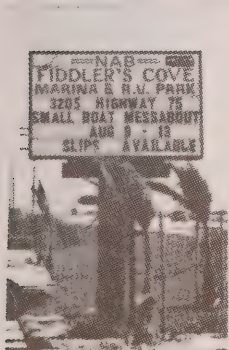
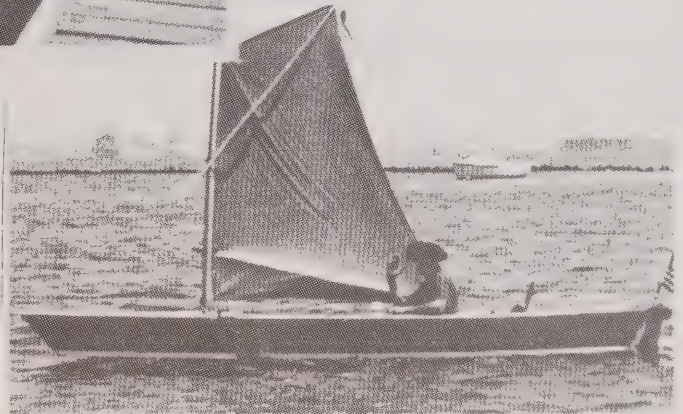
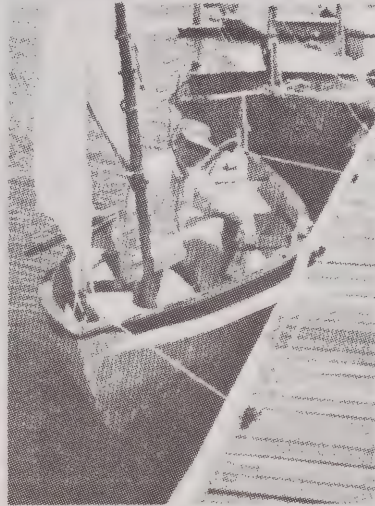
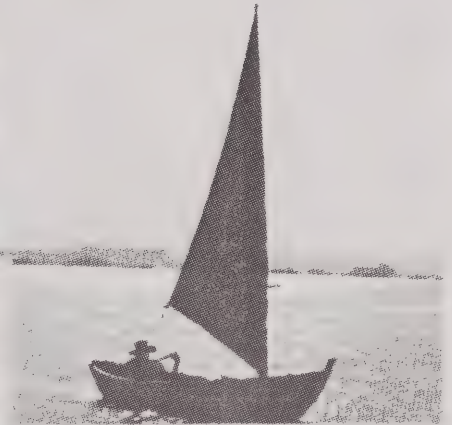
(No captions were included with this photo layout, so look and speculate on what you're seeing).



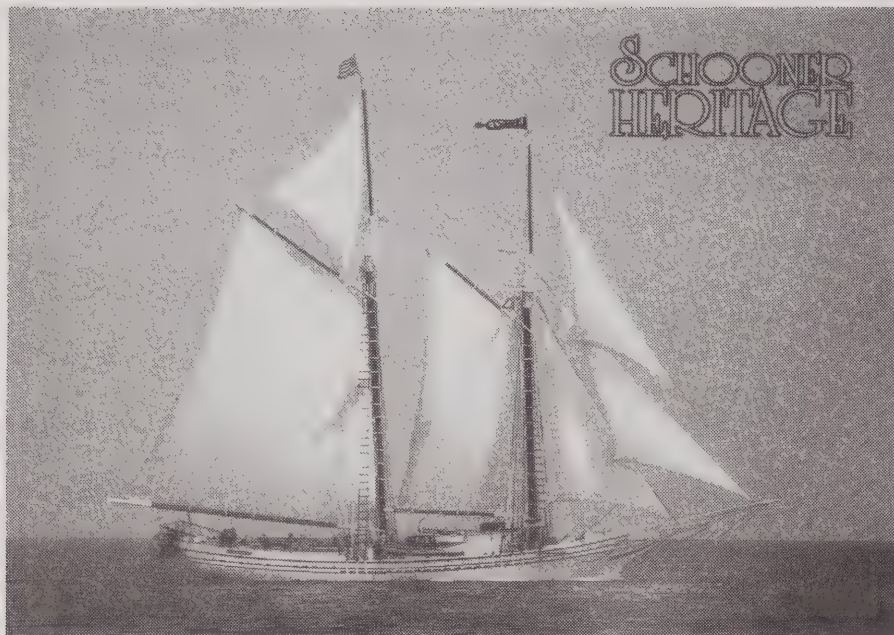












## A Cruise Aboard the Coastal Schooner *Heritage*

By Jim Lacey

A week on a coasting schooner, rambling about the pleasant isles and harbors of Penobscot Bay! Booming down Blue Meadow Bay on a broad reach! Making better than ten knots, close-hauled under full sail while tacking to fetch Stand-In Point! A lavish lobster-bake beneath mid-dens on the beach of Pond Island under a rising full moon! Sailing the sprit-rigged ship's boat *Lois Lane* among the windjammers and yachts moored for the evening in Burnt Coat Harbor!

Hearty breakfasts with lively company in the galley and festive dinners on deck! Rowing ashore in *Archie*, the 18 passenger gig, with the mate steering astern! A shore trip on a calm, stifling morning to the *WoodenBoat* compound off Eggemoggin Reach! A solo exploration in New Meadows, a classic pulling boat, in the long northern twilight! Down East ballads and yarns spun by the quintessential windjammer captain while riding at anchor under a star-studded sky!

The week of August 6-13 aboard the coastal schooner *Heritage* included all this and more and really deserves the battery of exclamation points! When I first got the idea of taking the cruise, I knew it should be enjoyable, but the experience, as it turned out, far outdid my expectations. The talk given in duet style by Captains Doug and Linda Lee on the history of Maine windjammers at last November's Maritime History Symposium at Mystic Seaport (January 15, '95 issue) aroused my interest sufficiently to warrant further inquiry.

A chat with the Lees at the Seaport, followed up by their brochure and some correspondence, found my wife Barbara and me driving up Route 95 to the North End Shipyard at Rockland, Maine, from Spicer's Marina in Groton, Connecticut, where we stopped to pick up foul weather gear and binoculars from *Chatterwug*, my Nimble 20.

We drove on a dismal, drizzly Saturday under lowering clouds, which cleared, auspiciously, as we approached Brunswick, our turn-off from the Interstate onto old Route One. After inexcusably bad meals at a folksy looking lobster restaurant just outside Rockland, Barbara's lob-

ster must have been stewing much of the day and my swordfish tasted like it was last year's catch, we were vastly relieved by the beauty of *Heritage* at her mooring, the cordial welcome extended by the Lees, and the affability of our crew and fellow passengers.

After stowing our gear, we set out to explore Rockland on foot and buy supplies, mainly liquid, for the week at a nearby convenience store. Our hasty impression of Rockland is of a industrial port in decline, with fish processing works still active and a Main Street recently given an unconvincing face-lift for the tourist trade. Abandoning the deserted and eerie strip, we found an attractive eatery, the Waterworks, which offered microbrewery ale, an interesting menu chalked on a blackboard, and featured Scottish folk-singers performing for the crowd of boating people.

It is my understanding that Rockland has once more begun to attract cruising sailors, perhaps because the New York Yacht Club recently restored it to their itinerary. Anyone dropping a hook there should be warned that fish-factory scum must be removed from dinghy waterlines before it hardens on, as I was later informed by A.J. Landau, first mate of the *Heritage*, while he scoured our ship's boat *Archie*.

After a sound sleep, a hearty breakfast, and a leisurely morning spent taking care of last minute chores ashore, on deck, and aloft, at just after 11am with Captain Doug at the helm and Captain Linda maneuvering with the yawlboat, *Heritage* was backed out of her berth and headed into the wind. The Lees' daughter Clara went aloft to bend on the topsail, and crews of willing passengers raised all sails, pulling in unison to the rhythm of a chantey. Soon we were on our way down the channel, moving smartly in the 10 knot breeze, overtaking a three-master, and saluting the *Spirit of Baltimore*, a square rigger, riding at anchor in the harbor. Thus began a week of adventure.

On a typical day most passengers were on deck sipping mugs of hot coffee long before the ship's bell announced

breakfast at 8am. In the galley, which cosily seated everyone, they were greeted by a substantial breakfast, with hot rolls, biscuits, sliced melon and fruit accompanying the main course of the day, bacon and eggs, pancakes and sausages, or French toast.

Although we had exceptionally beautiful and clear weather for most of the week, mornings were ordinarily given to trips ashore at our anchorage or at a nearby point of interest to which we ghosted or were pushed by our yawlboat, since the wind generally did not start to blow in earnest till late morning or early afternoon, when *Heritage*, with all her canvas aloft, would begin to prance.

Lunch was served on deck, with a thick soup, fresh baked breads, and plenty of butter, nut butters, and beverages set out atop the lee side of the galley. Throughout the day, Captain Doug had probably more help than he wanted at the wheel and around the navigation station, since most of the passengers belonged to a sailing club, Flying Scot Fleet #1, from the Cincinnati area, and a number of them, along with your reporter, spent a good deal of time following our progress on the chart and on the fancy satellite navigation system or taking turns at the helm. On one occasion, Doug drolly but firmly announced to the self-appointed mates on the after deck that no more sails would be struck without first informing the Captain.

In mid afternoon, when *Heritage* was usually moving along nicely with a bone in her teeth, tea was served, accompanied by fresh-baked cakes or cookies. The dinner bell rang at about 6pm, announcing the heartiest meal of the day, featuring main courses such as baked halibut, chicken breasts stuffed with cheese and prosciutto, roast beef or turkey, accompanied by a variety of fresh salads, and for desert fresh baked pies or strawberry short cake.

Once the anchor was set, passengers and crew were able to swim in the chilly water, sail the sprit-rigged ship's boat, row a solo pulling boat, or go ashore in *Archie*, the most burdensome of the ship's boats, to explore an island or to check out



a quiet harbor town.

One evening, for instance, after anchoring in Burnt Coat Harbor with a number of other windjammers, about half the passengers went ashore and walked a mile or so, spotting deer watering at a pond along the way, to a Grange where the Sweet Chariot Music Festival provided folksongs and rousing spirituals.

On deck at night Captain Doug, in a Down East dialect exaggerated for the occasion, would spin yarns about the irrepressible "Archie", the character after whom the ship's longboat was named and recite nautical ballads by Ruth Moore.

He also told the story of building *Heritage*, a five year project completed in 1983. After some ten years in the windjammer business in boats they had rebuilt for the trade, Doug and Linda, together with a partner, decided to build their own Maine coasting schooner in the traditional manner. She was to be 140' LOA and weigh in at 93 tons.

When they were told the wood needed was no longer available, the Lees found their own in trees still standing and got considerable help from Karl Brooks of Brooks Mill who was enthusiastic about their project. They were able to get choice logs of white pine from standing trees for decking and red oak from Thomaston, Maine, for the backbone. The log for the centerboard, 30' long and 3' in diameter at the butt end, broke the frame of the truck that was supposed to haul it!

When they were told that no one could provide the ironwork that would be needed, the Lees read up on the subject, talked with a number of blacksmiths, and then Doug forged the chainplates, straps, davits, bits, and other metal parts himself.

When word got around that a big schooner, probably the last of its kind, was being built at Rockland, skilled workers and enthusiasts began to show up at the North End Shipyard. Working efficiently six months a year, just three years and three months after the Lees cut into the first log that would become part of her, *Heritage* was launched "at the top of the tide," on April 16, 1983, a cold, damp day, ahead of schedule and under budget. More than 2000 well-wishers showed up, more than 100 of them managing to squeeze onto the vessel as she sat on the ways.

As Linda broke a bottle of bubbly over her forefoot and Doug released the winch holding her, *Heritage* slid down the rail into the shallow water, saluted by cheerful balloons released from a nearby tug and the shrill whistle of a fish processing factory. "Even the town of Rockland finally realized that something was up," Doug remarked. "They dispatched a police officer to direct traffic, and didn't forget to bill me for him, either."

"Why did you call the ship *Heritage*?" one of the passengers asked.

"*Heritage* is the name of a bank," Doug replied, thoughtfully.

"The bank you got the mortgage from?"

"No, we got the mortgage from the Merrill Trust, Savings and Loan of Bangor, but," he added, with a twinkle in his eye, "we couldn't fit that on the transom." It was a witty way, I felt, to avoid a sentimental lecture on the maritime heritage of New England and the generations of Down Easters who built and sailed these grand

old coasting schooners.

But as Peter Specter put it in a vintage article celebrating the launching of *Heritage* (*WoodenBoat* #53, July/August 1983, a source I've used), the Lees clearly carry on the heritage of "Yankee ingenuity, that fabled quality of New Englanders, especially Down Easters, to do what they want, when they want, the way they want."

But beyond Yankee ingenuity, Doug and Linda Lee and *Heritage* represent the venturesome, self-directed life based on family enterprise and solidarity, and that increasingly rare ability to earn a good living by doing something you love that also brings joy to others. The crew aboard the *Heritage* seemed much like an extended family, comprised of high school and college-age young women who seemed like sisters or cousins of the Lee's daughters, a first mate that could have been an older brother, and a second mate, Mr. Lee, who played the role of an uncle.

This disciplined, familial solidarity and affection was contagious, and the passengers, an affable, comfortable, and well-traveled lot, whose only affectation was a display of tee shirts and caps from clubs

and far-flung resorts, formed an unusually cheerful, agreeable, and pleasant company. Perhaps the fact that so many of them were small boat sailors had something to do with the ambience.

After brunch on Saturday, which included champagne for a final toast, the very sociable couple who had organized the trip for Flying Scot Fleet #1 warmly thanked the crew for us all, and *Heritage* began to beat her way to Rockland harbor, joining a number of windjammers likewise headed home. I noted that the schooners in the offing had shortened sail considerably, but that *Heritage* was heeled over nicely, with all canvas aloft. It occurred to me that we must have been a stunning sight, with all sails pulling above the sleek, graceful hull, and pennants, ensign, and signal flags slatting in the fresh breeze.

As we passed the sea wall at the entrance to the harbor, the young people from Outward Bound, who had spent the night in its lee, stood up in their open gigs and cheered as we thundered by, as if *Heritage* had just completed some unimaginable passage out of the past.



Heading ashore in the sprit rigged ship's boat *Lois Lane*.

The author indulging in a bit of "let's pretend".





When a winter frontal system reaches as far south as Florida, it generally blows like stink out of the north, sometimes for a week. John and I were taking Robin's Cal-27 to Key West for the race to Cuba in December, 1978. John was probably 12 or 13 at the time, and Lord knows what he had to promise his teachers and his parents to get two weeks off. But sailing was his life, and he somehow managed to get their priorities in order, too.

It had been blowing out of the north for several days and John wanted to set a record from Tampa to Key West. I thought we ought to see the Dry Tortugas enroute; we had the time and since I was so much older, my plan prevailed.

We nosed out of the intracoastal at Fort Myers about four in the afternoon on a broad reach with just working jib and full main. The wind was a steady twenty knots. The swells were good-size and taking them on the beam it was just a matter of steering and hanging on. We set four-hour watches and made better than hull speed all afternoon and night. It was an exhilarating sail with clouds racing past the full moon.

I had the morning watch and, just be-

## The Key West Sail

By Bill Sinclair

fore daybreak, picked up the light on Loggerhead Key dead ahead. Great sail. As the sky lightened, I began to realize that the swells rolling in from the north had doubled overnight. Full light revealed the horizon, from west through north around to east, was packed with the most dense and ominous cloud banks I had ever seen; clouds so black they had a greenish tinge to the edges. We had all the wind we really wanted, but more was on its way.

About this time John stuck his head up. He took a long, slow look all around the horizon and then, without a word, went back to the leeward bunk until I called him at eight. We ran southerly down to Pulaski Shoals where several shrimp boats were sheltering. The swells were breaking and churning up sand on the shoals. There seemed no way a sailboat could manage the channel to Fort Jefferson and no real reason to try.

We reefed the main, tacked through it and ran off southeast to round Rebecca Shoals Light. The seas were smaller in

the lee of the outer keys and, even with the reefed main, we made a steady six to seven knots all day reaching just north of east toward Key West.

We were pinching up West Channel into Key West Harbor just as the sun was setting. Several boats from the club had gone to Key West a day or so ahead of us. Joe, Jeff, Fred, and Frank had all walked out to the end of the jetty to see if we were in sight. We were, and they waved us in. We tied up. Had a quick shower; hot water, dry clothes, and we all walked up town to El Cacique for a big dinner of Cuban-style seafood. We ate and talked and laughed in the bright, noisy restaurant; basking in each other's company.

By nine o'clock we were in our bunks. It was still blowing, but the cabin was snug and still. I thought John had fallen asleep when, out of the darkness, he said very slowly, "You know, when I looked out this morning at those seas and that sky, I was wishing I was home in my bed". I didn't answer, pretending to be asleep. But, lying there in the stillness, I thought, "To be honest John, I was wishing the same thing".

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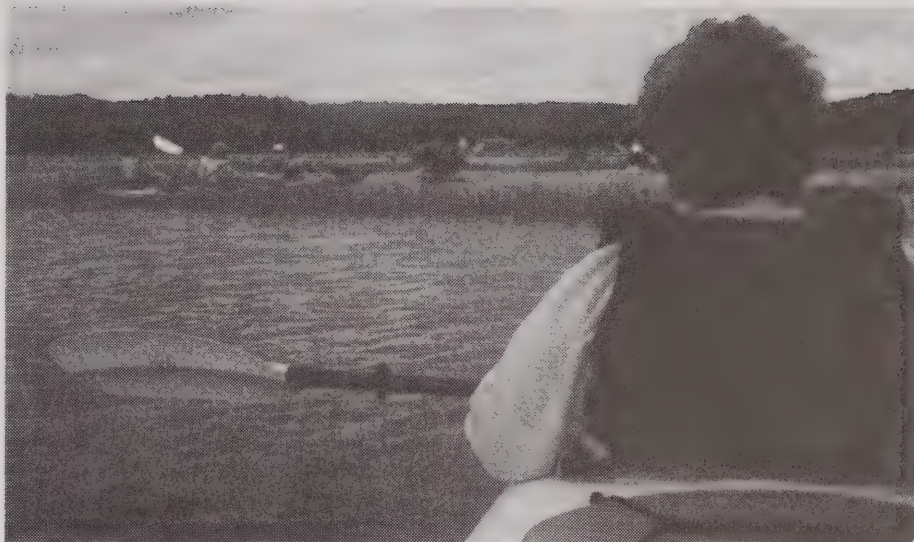


## Annisquam River Outing

It used to be called the Annisquam River Row once when this annual fall outing for the Cape Ann Rowing Club took place, but in recent years it has become a paddle with mostly kayaks taking part. This year about 35 kayaks showed up as the Boston Sea Kayak Club joined in, but at least one rowing boat was there, Andrew Hall's extended Bolger Light Dory. Good for Andy.

The fleet meandered through the salt-marsh channels of the tidal Jones and Annisquam Rivers for several miles at the top of the tide, looked into Lobster Cove, decided not to go out into Ipswich Bay's surf on Wingaersheek Beach, and stopped for lunch on a sandy peninsula.

As we settled in for lunch on the banking just above the high tide now receding from the flooded marshes, I looked over the marsh and nearby channel and saw over on the far side, lined up just as we were, a flock of white sea birds, too far away to be certain what they were. We stared silently at one another across the intervening water and marsh, and as we enjoyed our lunches I wondered what they might be thinking of us. Strange, multi-colored amphibians that arrived in the water and crawled ashore in our garish hues. Mysterious.

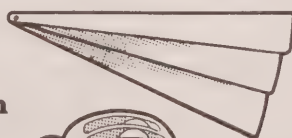


Top right: Do they know where they're going? Apparently not, it was a dead end. The Halls chat with locals in Lobster Cove. Lunchtime lineup, multicolored amphibians come ashore to the amazement of the seabird colony across the way.



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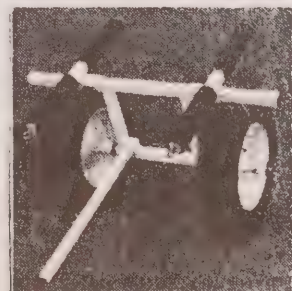
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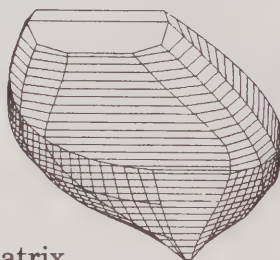
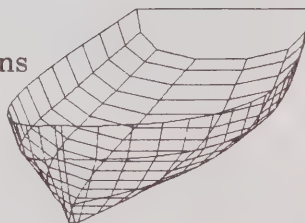
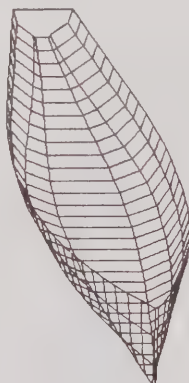
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Center of buoyancy  
Prismatic coefficient  
Block coefficient, etc.  
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Righting moment  
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Wetted area  
Surface area of hull  
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Table of design inputs

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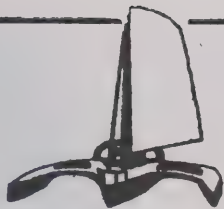
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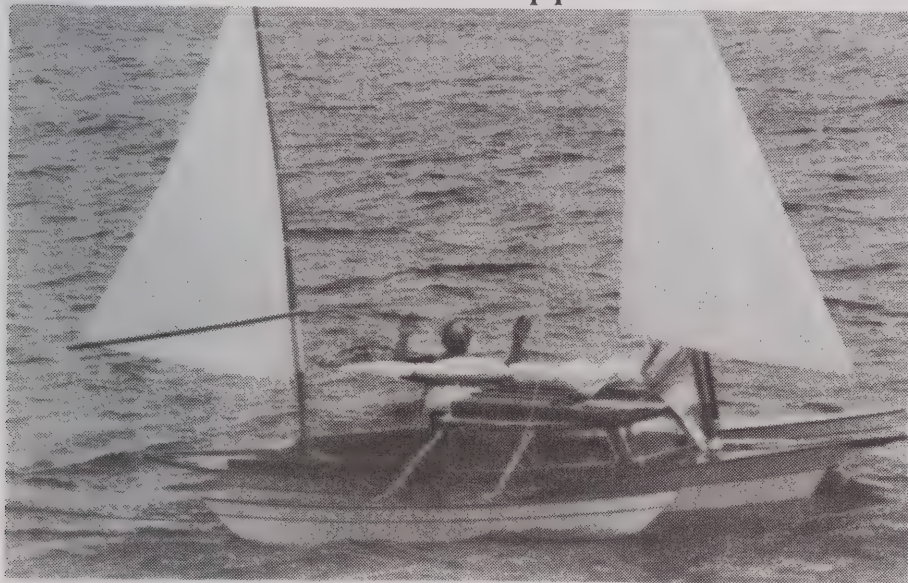




# Trimarans...Sail Fast, Sail Flat

Part 2: Last summer we drove to Lake Champlain to see Fred and Debbie Shell and view Fred's new Clipper trimaran design. Fred had completed one of his Clipper 18 models for Bob and Debbie Zachman of Minnetonka, Minnesota, and all were in Vermont on this summer weekend, so we could see both the Clipper 15 and 18 and meet the happy new owners. Herewith our report.

## Fred Shell's Clipper Tris



## Look Ma, No Hands!"

It was blowing hard up St. Albans Bay on Lake Champlain, white horses prancing and spray from the waves breaking against the breakwater flying past us as we watched Fred Shell reaching past in his Clipper 15 trimaran. Grinning as he did so, Fred waved at us with both hands, a prolonged wave that went on for several hundred feet, "Look, ma, no hands!"

We had Fred's digital hand held wind gauge, and it was reading 18-25 mph. It had been blowing hard since we had arrived at the anchorage at Kill Kare State Park. Bob and Debbie Zachman were with us, they had come to Vermont a week earlier to pick up their new Clipper 18 that Fred had built for them, and today were ready to head for home in Minnetonka, Minnesota. Earlier this morning they had sailed their tri in from nearby Burton Island State Park where they had based a week long camp cruising holiday learning to sail their new boat on the "big lake". "Exciting," was Bob's response to our inquiry about the morning's short sail.

Well, it looked like it would be, watching Fred in the smaller Clipper 15. Fred Shell would, as that bumper sticker says, "rather be sailing", but has to spend time in his shop a few miles away fabricating his unique kit boats. Right now he was in his happiest mode, just loving the action. He'd not have been able to be out there at all in any of his monohulls in this wind, while he may have been able to keep them upright, perhaps, they'd not have gone anywhere.

Fred's a fairly recent convert to the lure of the trimaran. He's been designing and building his glued lapstrake line of small sailboat kits for a dozen years now, working up to the 19' Great Blue Heron from the 8' Sea Shell. The whole line has a

family resemblance, broad beamed, shallow draft, roomy daysailers, with the larger models having spacious cabins with big windows. Fred designs "by eye" and his concepts are based on Dutch vlets and Norwegian holmsbuprams, taking those traditional shapes and making them available in modern glued lapstrake ply kits for home building.

Bob and Debbie had bought a Great Bue Heron six years ago and had been sailing it with pleasure since on Minnesota lakes. They found the allure of Fred's new Clipper tri impossible to resist but, being busy professionals, had opted to pay Fred to build their "kit" for them. Their first look at their new boat had been when they arrived for their sea trials/vacation, and now after a week on Lake Champlain in it they were totally satisfied. "It's hard to put into words the sensations of stability and speed compared to the Great Bue Heron," they explained.

Fred's design does not have the typical narrow main hull of a trimaran, it looks like he just hung a pair of amas onto a

monohull design. That's pretty much what he did, so his boats have a lot of room in their cockpits and cabins for their length. Fred figures his very shallow draft hull slips through the water with ease in its monohull format so why not add space to a tri's speed and stability?

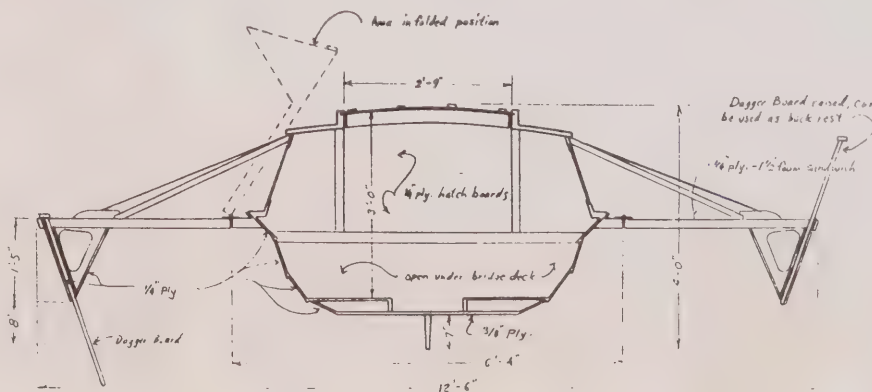
The Zachmans looked at this comparison of the Clipper 18 with their Blue Heron. The Clipper was a foot shorter at 18', 2" wider (main hull only) at 7'2", 2" shallower draft at 10", 25 lbs lighter at 675lbs, and carried 75 square feet more sail, 190sf vs. 115sf. Sail carrying ability in spades for the tri, with an overall beam across the amas of 12'6".

Fred's little show of no hands was done to emphasize his belief in the simple free standing yawl rig. Today he was sailing with jib and mizzen only, and tramping right along. The spars fold down easily for trailering, and the amas fold as easily, all done in a few moments at the ramp. Clever hinge designs and bracing make this handiness possible for the trailer tri-sailer.

Perhaps Fred's most important contribution to the trimaran mystique is affordability. His Clipper 15 kit, complete with rig, sails, etc., ready to use once you assemble it, sells for \$4,200; the Clipper 18 kit sells for \$6,250. And the unique aspect of Fred's kits, that he dry assembles each kit first and marks all mating parts for your easy assembly later, makes building one of them a straightforward assembly operation.

Fred acknowledges that his trimaran design is not for open ocean crossings or racing, it's an extension of his line of lightweight easy-to-build monohulls for daysailing and camp cruising. It has the beachability and roominess of the monohulls but in comparison far more stability and speed when it breezes up. Like on this windy day on Lake Champlain when we watched the designer/builder at play in one of his own creations.

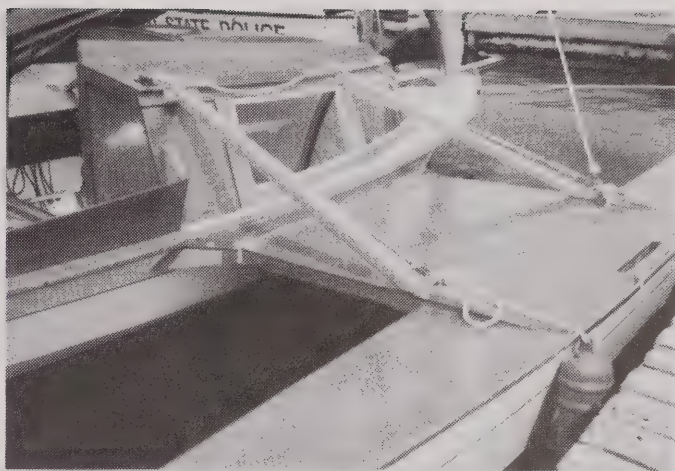
For those unable to see his new trimarans in action Fred has a video available, and for \$5 he'll send you his comprehensive illustrated catalog of 13 easy-to-build kit boats. Shell Boats, RD 2 Box 289C, St. Albans, VT 05478, (802) 524-9645.











Opposite page: Rigging at the ramp and getting away behind the breakwater. Tacking into the 18+ knots of wind, note how flat the Clipper 15 sits rounding up into the stiff breeze. Fred was moving right along with about 60 square feet of sail up in the jib and mizzen alone.

This page, above: Spacious cockpit and cabin for an 18' tri, ideal for camper cruising. Right, from the top: The diagonal braces for the amas. Folding up an ama afloat, unlatch the braces and lift the ama aboard, main hull sits flat with Fred and Bob both on starboard side lifting ama. Debbie and Bob Zachman and their new Clipper 18, end of a great vacation/sea trials, time to head home to Minnesota.



## CLIPPER 15 & 18

### TRAILERABLE TRIMARANS

#### CLIPPER 15

LENGTH: 15'-6"  
BEAM (folded): 6'-2"  
BEAM (sailing): 12'-6"  
WEIGHT: 450 lbs.  
SAIL AREA: 135 sq. ft.  
DRAFT: 10"

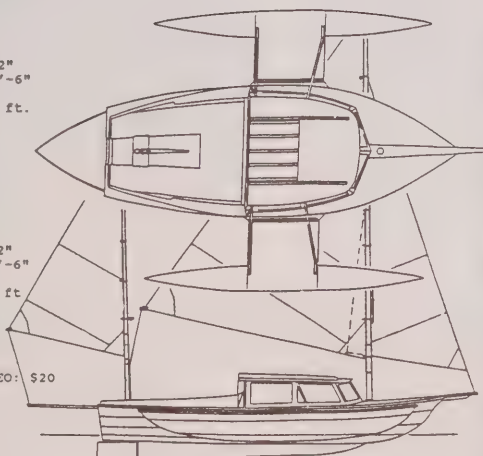
FINISHED: \$7500  
KIT: \$4200

#### CLIPPER 18

LENGTH: 18'-0"  
BEAM (folded): 7'-2"  
BEAM (sailing): 14'-6"  
WEIGHT: 675 lbs.  
SAIL AREA: 190 sq. ft.  
DRAFT: 12"

FINISHED: \$11,500  
KIT: \$6250

STUDY PACKET & VIDEO: \$20



The increased speed stability and deck space of a trimaran are easy to appreciate. These new trimarans are based on many of the design and construction features of our monohulls. Several years of development and testing have produced the Clippers: trimarans that are safe, comfortable, and easy to sail.

The rig is a free standing yawl type of moderate size - quick and simple to set up and reef. Both masts fold; the mizzen forward and the main rearward. One simple sail cover protects both masts and both sails.

For trailering, the Clipper amas fold up against the main hull. This is accomplished quite simply and can be done by one person in 5 minutes with the boat on the trailer. After launching the masts are unfolded and the booms put on. This requires about another 5 minutes.

The Clippers have no daggerboard or centerboard; a shallow draft keel and the deep vee amas provide ample lateral resistance. She goes where she is looking and will sail to windward with the best of them achieving speeds in excess of 10 knots.

Accommodation include ample storage, room for a porta-potti, and bunks for two adults (plus two children in the 18). The interiors are quite adaptable to various custom layouts.



There is an old Spanish proverb that says; "In his lifetime, every man should accomplish three things. He should have a son, he should plant a tree, and he must build a boat."

In my life time, I've been blessed with five sons, (plus two beautiful daughters). I've planted several trees, and I've dreamed of building boats. In point of fact, I've done lots more than just dream, I've schemed, studied, drawn plans, even started two lovely little boats.

The first, a cedar-strip canoe was being built outside in a little plastic covered shed that I'd erected for the project. It was almost complete when on the day President Clinton took office we were stricken by a storm of biblical proportions (was this an omen?). The wind took the plastic from the shed, then it took my lovely canoe, and in a matter of moments I had kindling enough to last the winter.

I mourned the demise of that project for the correct period of time before I set down to have myself a think. Since I normally do my best thinking in the bathroom surrounded by a stack of friendly and sympathetic boat magazines, that was where I headed.

My options were clear. I still had the backbone and forms of the canoe project, so I wouldn't be starting completely from scratch if I were to begin another one, but my heart just wasn't in it. So as I perused my beloved pile of boating periodicals, I realized, two things: First and foremost was that my backside was getting tired, and second that what I really wanted, what I'd always wanted was a wooden sailboat.

My not so secret dream had always been a fifty-two foot schooner. She was not only a beautiful blue water world cruiser, but also the absolute classic live-aboard. She would be my home for the rest of my days (Romantic eh?).

I figured the cost of my dream schooner to be around one hundred thousand dollars, give or take, but only if I did all the work (insert reality bite here). The chance of my coming up with that kind of green was pushing the realm of impossibility to its limits! The sole purpose in this life for my wife and seven children, was to keep me with as little spending money as possible (I might add that they are very skilled at that purpose. Thank you very much!).

By that time I'd lost all feeling in my butt and my legs were starting to suffer. Clearly I had to come to a decision while I could still stand up!

All right! I can't build the schooner yet, and I want more than a canoe, so what does that leave me? At that moment in history, perfect in every way, my eyes fell on an article about the perfect flat bottom skiff.

The boat pictured was elegant in its simplicity, and best of all, it looked as if even someone of my simple-minded bent could build it. Yes! I would build this skiff, and yes, I would sail her too! (The drama was almost more than my suffering bottom half could bear).

Having made the critical decision, I felt that I could at last leave the bathroom to the growing line-up outside the door. So leaving a trail of magazines I limped to the drawing table to start work on the next set of choices. Yes, she had to be wood. I've

# Das Boot Projekt

## Or The "Lubber's" Guide To Boatbuilding

By Ron Brown

always preferred the living quality that wood lends to an object, and I wanted my boat to have that "soul like" virtue.

Next, I decided that since I wanted to sail her more than row her, my "flat-bottomed skiff" should have a "V-bottom". Then I decided that her lovely and simple flat transom, should have a delicate curve instead (by now you're beginning to think that I may be my own worst enemy.) So, the feeling having returned to the lower half of my body, I waded back into my long hoarded stacks of magazines.

If you have school age children, you have undoubtedly sacrificed a large number of magazines and newspapers to their homework projects. If you multiply that number of shredded magazines by the number of my children, seven, then you'll understand my panic when I went back to the dining room and couldn't find the things I'd left there.

"What happened to the books and stuff I left right here on the table?" I screamed at my startled wife.

"Well Hon," she answered reasonably enough, "I'm making dinner, so I put your things back on the shelf." She didn't say "where they belong!", but I knew she was thinking it! So I tried the "looking for sympathy ploy".

"Now I'm going to have to go through them all again and resort them and everything," I whined back as I beat a hasty retreat.

"Just don't do it in the bathroom again" she snapped after me. "The kids haven't caught up from the last time yet!" Glancing down the hallway at the two still waiting by the door, I knew she was right again. So, having lost one more round to the superior opposition, I went off to research the possibility of building a "V" into a flat bottomed skiff.

(Read the following sentence in Rod Serlings' voice): Imagine, if you will, a novice, someone who doesn't know how to sail deciding to design and build a sailboat (maybe instead of novice, you should read..., "Head firmly in the up-and-locked position"). Imagine this "novice beginning the project in front of his long-suffering wife and kids. You're absolutely correct! I decided to build it at my best friends' house instead. After all, why just alienate my family when I could do the whole world in one fell swoop?

Jerry is a wonderful guy. He looks like he ought to be one of Santas' elves, short, round and jolly. He loves good friends, good beer, and giving advice (note here that I didn't say good advice). He's that kind of friend, both well-meaning and sensitive, that a person like me would need to begin a project of this magnitude. You know the type, the kind with all the tools. There are times, however, when one has reason to doubt his sanity, and one of those times was when he invited me to build my boat at his house!

By this time in my tale, you will have deduced that just maybe I don't have all my ducks in a row as they say, and you would be correct as far as it goes. But I really wanted this boat. Not just for the intrinsic value of creating a thing of beauty first with my mind, and then with my hands, or for the freedom that I would feel with the sails up and the wind full-and-by (or is it the wind up and the sails full and by?).

But most of all, if I look down into my most secret of hearts, it's because I want to be envied. That's right! I want guys just like me to stand there on the shore and look out at me in my lovely little skiff, and drip with greed and envy. I want them to think, "That lucky stiff, I wish I had a boat like that!" Then I can be at peace with the world.

OK. I have a place to build her, and I have my plans (by "plans" I don't really mean plans of course. I mean that I've got a general idea of how I want her to look when she's done and I have actually made a couple of drawings that if I squint when I look at them they're kind of nice looking). Believe it or not, I even went to the trouble of building a half-hull model! It didn't look so hot when I was finished, so I didn't use it much, but there was this wonderful article in one of my *WoodenBoat* magazines on how to build half-hulls, so I did.

When Jerry asked me how long I thought it would take to complete this well planned and thought out project, I looked him in the eye and said, "Oh, one, maybe two weeks, tops!" So no one can really fault him if two-and-a-half months later, he may have been wondering whether he'd ever get his driveway back.

In truth it was beginning to wear on me as well. By not being able to work on the boat any time that I had an extra moment or two, the work was taking way too long. So, one bright and sunny day late in the summer, I moved the now completed hull to my driveway.

The move convinced me of one other notable point, this boat was not going to be a car topper! (Don't worry! I read this great article about building a wooden boat trailer in one of my boat magazines. Only mine will have to be different).

Now I could begin the final building stages with nothing to bother me except not having Jerry's tools at my beck and call, and of course, the ever present problem of the Pacific northwest..., the rain! I knew that I had to get the job done before the fall monsoons arrived, but I figured I could do it in a week, two tops. Anyway, I was sure that the job could be finished before the fall rains started. (So I bought a plastic cover just in case.)

My problems started, (this round of problems) when I realized that I couldn't lay a sheet of plastic over a section of hull that I'd just epoxied. So, I did what any rational man would have, I started measuring rooms in the house. When I'd finished gathering data, the solution was clear. I needed the family room!

Now I don't want to sound as if I'm bragging, (Ha!) but I haven't been married for more than twenty years without learning how my wife's mind works. I went to her and in a very quiet and rational way, I explained the problem, looked her in the eyes, and told her that I needed to move



the boat into the living room (that's right, I know I just told you that the only room that would possibly work was the family room, but stick with me on this, I know what I'm doing). She got this beyond stubborn look on her face and managed to sputter out only two words, "Absolutely not!" I started begging.

She folded her arms (any psychology major or husband of more than a month will tell you what that means!). I even tried whining, and she just walked into the next room, picked up a paper and started reading as if the conversation were over. I followed her, the proverbial wolf in sheep's peejays, ready to pounce at the very suggestion of a weakness on her part. I waited with the patience that only a man with seven children and one bathroom can ever learn, and while I waited I wouldn't let her change the subject (this technique may also be learned by surrounding yourself with teenagers).

Finally, I lapsed into my ultimate weapon, I pouted (don't knock it fellas, it's worked against us for eons). She glanced in my direction, and I tensed as I realized the moment to spring was finally here. If I jumped to quickly I might still lose all, so I waited. Then, as I knew it would, the chink in her armor revealed itself.

"Ron," she said, trying to sound disinterested, "how long would the boat need to be in the house?" The question had been asked with the perfect degree of nonchalance, but I knew I had her, and my heart soared with joy of competition boldly fought and won.

"One week, Hon," I answered, trying to sound humble, "two tops!"

"No! It's out of the question!" She was struggling, trying to rebuild her shattered defenses. "I won't have my living room turned into your sawdust filled boat shop."

I sat back, trying to look as dejected as possible without overplaying my hand, waiting for the compromise I knew was coming.

"If it's that important, why can't you just use the family room?" she offered, knowing I'd already told her the other rooms were too small.

Savoring my victory, I let the conversation end with a final rejoinder, "I'll try to think of something." The next day I cleaned and rearranged the house, then with the help of several teens, I moved the boat into the family room.

Christine's eyes were wide with consternation when she pulled into the drive-



way that evening. "Where is the boat?" she mouthed at me through the windshield, as I enthusiastically waved her in from the doorway.

"You were right," I said as I showed off the work I'd done. "I'll be able to use the family room after all."

"I didn't mean," she began, but still on the hunt, I interrupted her quickly.

"Don't worry about a thing Hon. This way you'll be able to help me!"

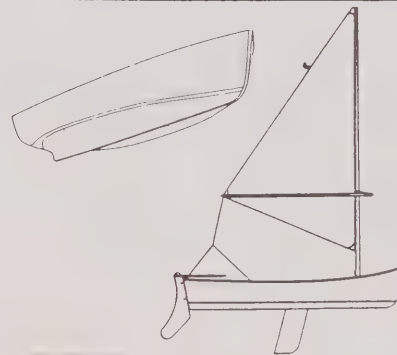
She took her defeat with a becoming grace that, through the years, I've come to love. She smiled stoically, patted my cheek with a loving hand and said, "If I find any sawdust in the living room, you're a dead man!" And the issue was closed.

The months have passed. Christmas has come and gone, (Santa didn't leave me one tool!) and spring has warmed into summer. I still have some work left to do on the boat, and I'm starting work on the trailer, but I'm not worried. You see, the Seattle Wooden Boat Show isn't until July, and the shows at Port Townsend and Victoria are after that. Besides, I'll be done in a week, two tops!

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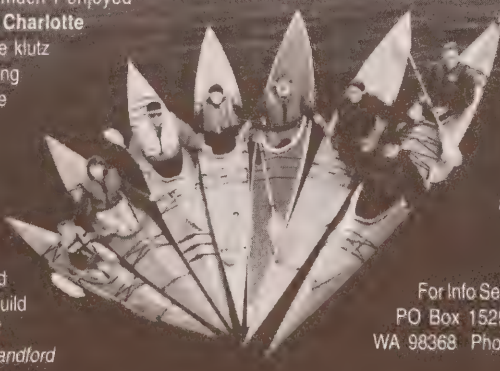
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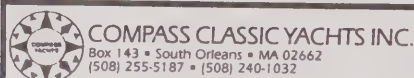
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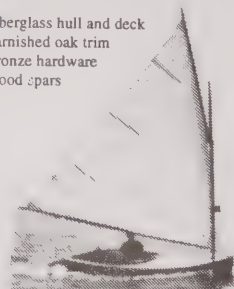
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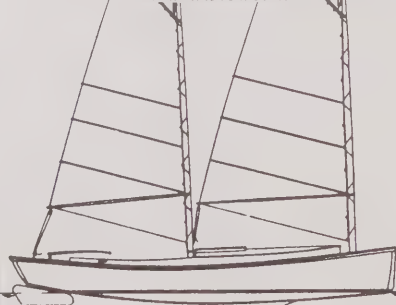
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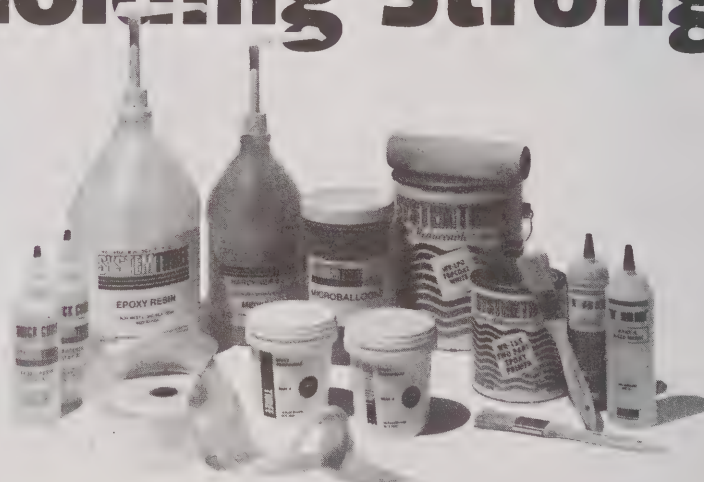
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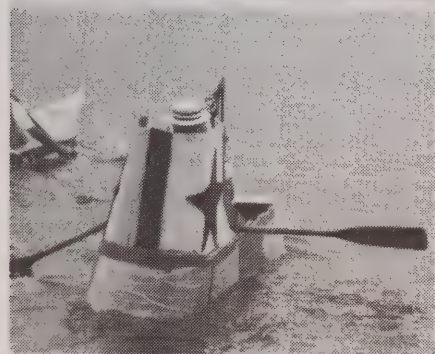
## Cardboard and Real

Here's a photo of my 1995 Great Salem Willows Cardboard Boat Race boat, with which I was able to win the event.

Another entry of some interest perhaps to Phil Bolger was Leo Callinan's *Old Shoe* shown here at the start of the senior class event. He made it around the course but capsized when he tried to disembark at the finish.

Lastly, I launched my real boat this summer, *Shadow* is a 23' version of the longer 34' boat of that name from the 1870's. Joe Garland's book *Gloucester on the Wind* pictures similar boats in 1888.

Everett Hobbs, Salem, MA.



## Shoobox...an Elegant Crate

By John Sherrill

If you're a Q&D boat builder (and I know you're out there) then you have to confess, beautiful yachts are prime, but nothing compares to the thrill of having a boat almost fall together in your hands. Years ago, there was an event called the Sika Flex Challenge, covered by *Wooden Boat*. The deal was to see how good you could throw a boat together in two hours with some two by fours and plywood, and of course, Sika Flex. Then, the boats were raced.

I found this fascinating in a perverse sort of way, the revenge of the aesthetically apathetic, and I began to see the shapes of boats in simple frames, you know, make it pointy, and give it some rocker, and that couch frame in the garage could hit the water.

Back to my story. I needed a dink to get out to my moored Martha Jane, *Sycorax*. Plywood, the two by eights and the stringers arrived at two-thirty on an afternoon, and by five, I had the hull out, sans bottom. The next day I started at ten, and by three-thirty, I'd finished the boat. It took me two hours more to prep the boat and paint on white primer. It took one hour more, and a quart of slate grey deck and porch enamel to finish off. Then we christened it *Caliban*, and rowed out to the mooring and back.

I glued the thing together and caulked it with an exterior project panel cement, the stuff that comes in a tube at \$2.59 a tube. I used a half dozen. The primer was free but would have cost about \$20. The boat nails I had left over from *Sycorax*, but I don't think roofing nails would be all that expensive. Altogether, I spent about \$150 on building this "Shoobox". There are plenty of burned out tires around that can be cut up and used for fenders. I recommend a fine toothed blade on a jigsaw when masticating a steel belted radial.

This is not to say that you couldn't dress it up, build a bright finished mahogany yacht tender. The "Shoobox" has a lovely shape and all those who say it looks like a crate are wrong. It looks like an elegant crate, a crate with coracle ancestors. That's why it's nice that it rows well. It's a lot of fun rowing around and I don't scare the birds like I would in the club's outboard launch. Over the summer, I've had a few hairy rides, some tough rows against wind and tide, and I've always felt secure in her. She doesn't tip easily.

"Shoobox" isn't really meant to be a great rowing boat, you can only go so fast, but if you need a dinghy, or you just want something to row around the lake in, or for the kids to play with and beat on, a Shoobox is fine and you can build one quickly.



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# Techniques, Tools, Materials - Your Ideas & Needs

## If the French Can Do It...

By Chuck Wilson

*Scrappy*, my Bolger Teal, was made from scrap lumber and parts leftover from other projects. One of the leftover parts was the sail from Boxer, Bolger Design #330, whose hull came out the loser in a mess-about, ill-considered attempt to reduce its weight.

In cutting the sail to suit *Scrappy*, I typically didn't bother to layout the center of effort versus the center of lateral plane and as a result (sigh) I guessed wrong, made it too short in the foot so *Scrappy* ended up with a slight lee helm. Cutting off the skeg helped but not enough. I considered moving the mast aft a bit but it meant rather severe surgery so I did nothing.

One day the solution came to me. The French America's Cup challenger experimented with a mainsail set away from the mast in an effort to avoid the turbulence caused by the mast. Apparently the idea worked (although not well enough to offset other problems) and was much admired by America's Cup crews with such comments as, "I wish I'd thought of that." I was not concerned about mast turbulence but it looked like an easy way to move the sail aft, especially as there was some excess length in the sprit.

So, again in the spirit of messing about, not bothering to lay out the CE/CLR, I chose to swing the tack aft 12" from the mast (with the head attached at the top), lengthen the mast ties to suit, and put a big screw eye in the bottom of the boat to secure the tack downhaul, and go sailing.

Got it right this time! The helm is neutral in light airs and has a slight weather helm in a 10 knot breeze. The sail sets well and the flow across the luff looks better. My son, who sails a high performance dinghy, mumbled something about varying luff tension while underway. I ignored him as I am a KISS type. But I do plan to pay attention to any further messing about the French might do!

## Anna Mae's Wrinkled Rudder

By Brad Faus

After a long summer drought, we finally had some rain. Great time to put some finishing touches on my Bolger-Payson "Teal". The Mid-Atlantic Small Craft Festival was only weeks away and I had entered her for judging. I painted the tip of my (when the wind dies) paddle to match my earlier painted oars. I unlaced the sail and painted the tip of my mast, and was thinking about how I was going to mount an American flag to the rudder when my in-laws showed up.

They had only seen pictures of *Anna Mae* and walked into the garage for a first-hand inspection. Someone asked a question about the rudder so I went out to our van where I had it stowed and couldn't believe my eyes...the starboard side was rippled like a crinkle cut french fry. My mother-in-law frowns heavily on foul language so after a couple of "Good Grievs" and "Holy Cows" I consoled myself that better the rudder than a section of the hull.

Truth be known, I was going to replace the rudder anyway. Despite my wife's earlier skepticism ("Are you sure you know what you're doing?") I had replaced the daggerlike deep draft rudder the plans called for with a shoal draft "ham bone" rudder. Two reasons for the change, "looks" and the obvious advantage of not having to scramble to pull the leeboard and the rudder when beaching.

When the rudder is actually in the water it works great. However on Labor Day with my wife aboard in a steep chop it spent a good deal of time fanning mosquitoes. Sailing solo with an "ahem" stern heavy trim, it works great, steep chop and all, so I'm keeping the "ham bone" but will add 3-4 inches of depth to it. I'm also entertaining the thought of adding an end plate or "fin" to the bottom "ala" Stephen Weld's "Perfect Skiff".

At this point I guess it begs the question, "what was the rudder made of and what was the cause of failure?" The rudder was fashioned from three sheets of 1/4" exterior grade lauan plywood laminated together with epoxy. I had filled all "blows" with thickened epoxy and coated the entire rudder with epoxy before painting.

I checked the rudder over carefully after discovering the delamination and there was no damage present that would have allowed moisture to wick it's way in. Come to think of it, if that was the problem my leeboard would have self-destructed by now as I have probably ground a good 1/4" off of that without repairs. My guess is that when the plywood was made the outer skin was glue starved.

Yeah, I agree it would have been better to have used \$80-\$100 a sheet okoume or some such marine plywood but that was not in my budget. Furthermore, I know of other folks who have used the lauan with very good results, so I'm hoping I just got a bad apple.



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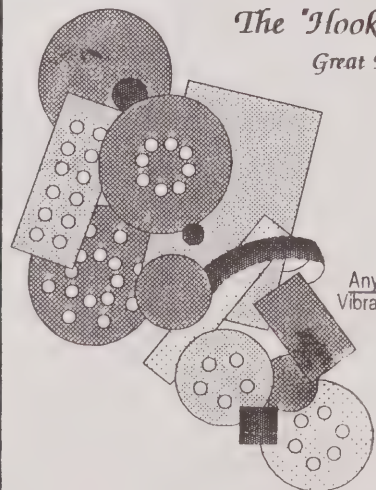
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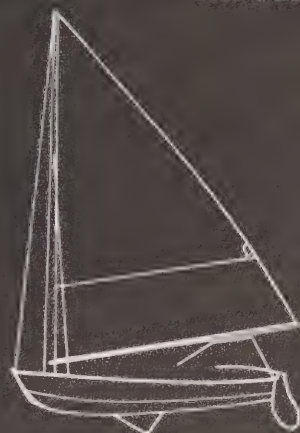
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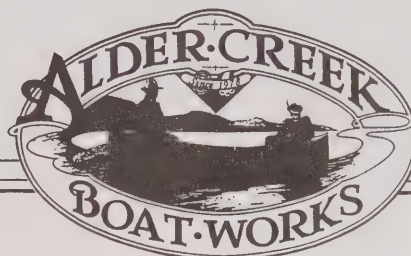
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# Bolger on Design

## Rough Water Outboard Utility

15'6" x 6'0"

This was the first boat ever built from plans of mine, in 1950. At that time, remote controls weren't very satisfactory, and the well amidships was to allow steer-

ing directly with the tiller of the motor. The motor could tilt in the well for beaching. She handled well and had no problems except that fumes escaping from the well were often unpleasant and once or twice dangerous. That, the noise, the small margin against flooding her through the well, and the space the motor took up, left me with a distaste for inboard wells to this day.

The motor was a 10 horsepower Mercury which drove her 12 knots with two men aboard. It felt faster, and I was disap-

pointed at the five-minute nautical mile at the time though it seems quite good now.

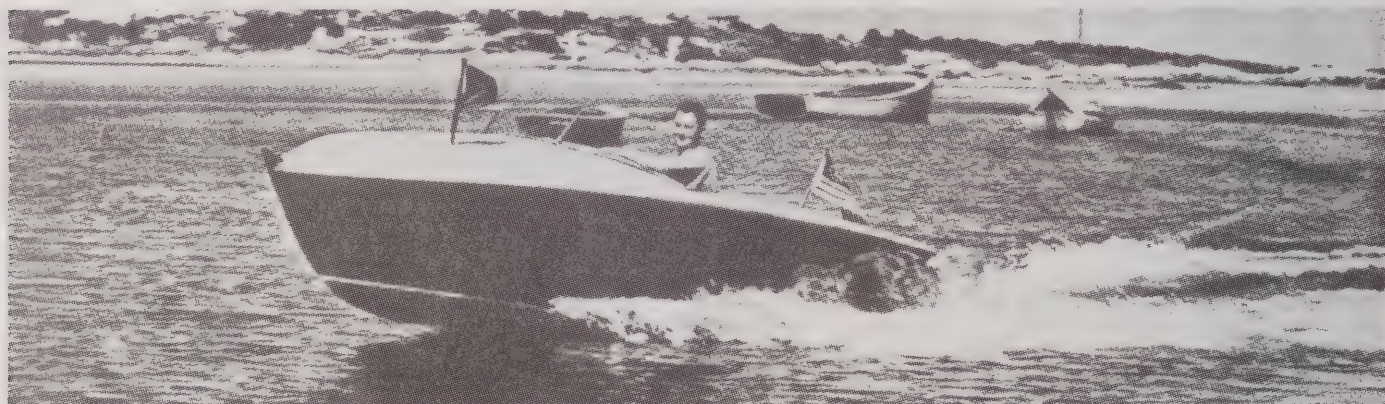
The high, flaring sides were reassuring in open water. The space under the foredeck was high enough to sit out a shower in shelter.

She was pine-planked on sawn oak frames, bronze screw fastened. The deck was canvas-covered over fore-and-aft planking. No plywood was used. She was in use for upwards of thirty years, but the motor was moved to the stern after a few years.

## Rough Water Outboard Runabout

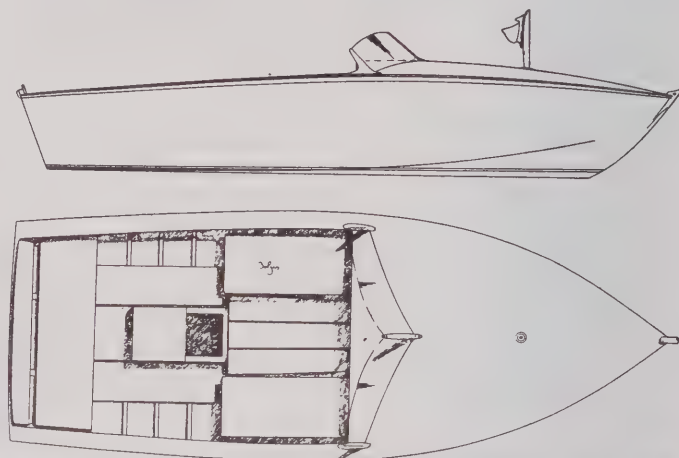
FROM the board of Philip C. Bolger, Gloucester, Mass., comes this rather heavily constructed outboard runabout designed specifically for rough water service. Built by N. W. Montgomery and Son, also of Gloucester, she is 15 feet 6 inches overall and has 6 foot beam.

The boat has sitting headroom under her forward deck and powered with a Mercury Super Ten outboard motor she is capable of speeds up to 15 miles an hour.



Fifteen foot six inch outboard runabout designed by Philip C. Bolger

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# Osorio 18

By Lawrence Bausman

The section lines of my newest boat, the Osorio 18, shows its flat bottomed hull, reminiscent of the river yawls from around 1890 to the early 1900's. the beam is 3' on the bottom and 4'1" at the rail.

I was getting requests from a number of user groups, it was apparent that a different style of boat was being called for in the area. I wanted to build a version of the river yawls of the last century, just not so heavy. Even plywood and glass would not make it light enough to satisfy both fishing guides and family users.

To keep the weight of an eighteen footer at around 325lbs, I'm using Nida-Core (tm) H8-PP, dry vacuum bagged in an iso-polyester laminate sandwich. Rigid, rot-proof, double hulled, unsinkable, quiet, and light weight. I'm not one for razoo high tech just for the sake of it. I've tried a lot of coring materials, I like this one a lot. This material is accepted by Lloyds as well as by the Coast Guard. When encapsulated in a laminate, it is primary flotation material in small boats. Jeff Bootz's technical assistance from Nida-Core was very helpful in establishing the lay-up schedule.

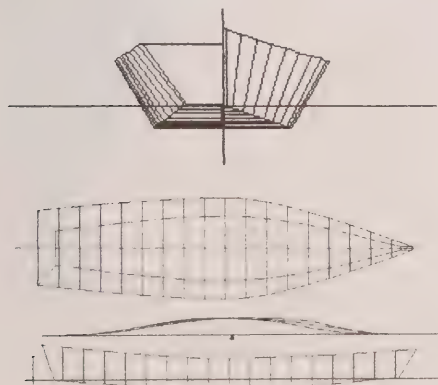
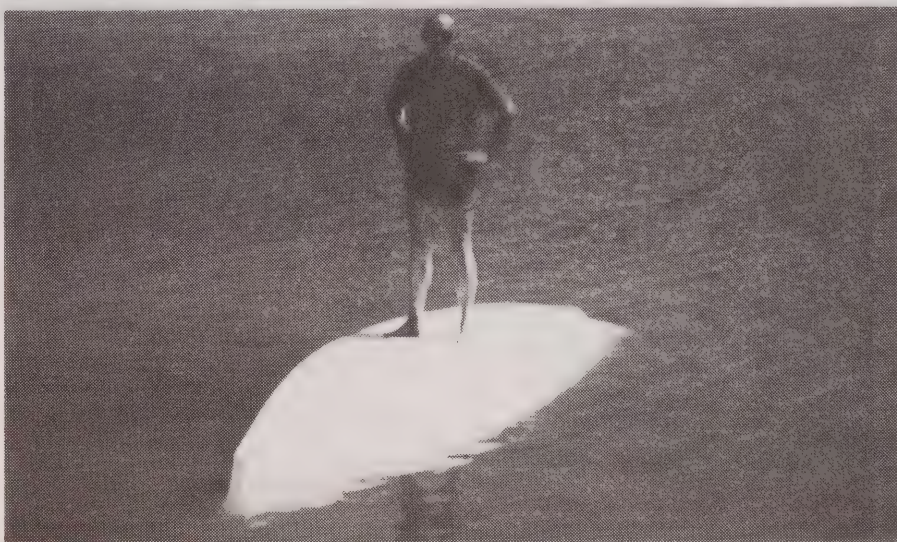
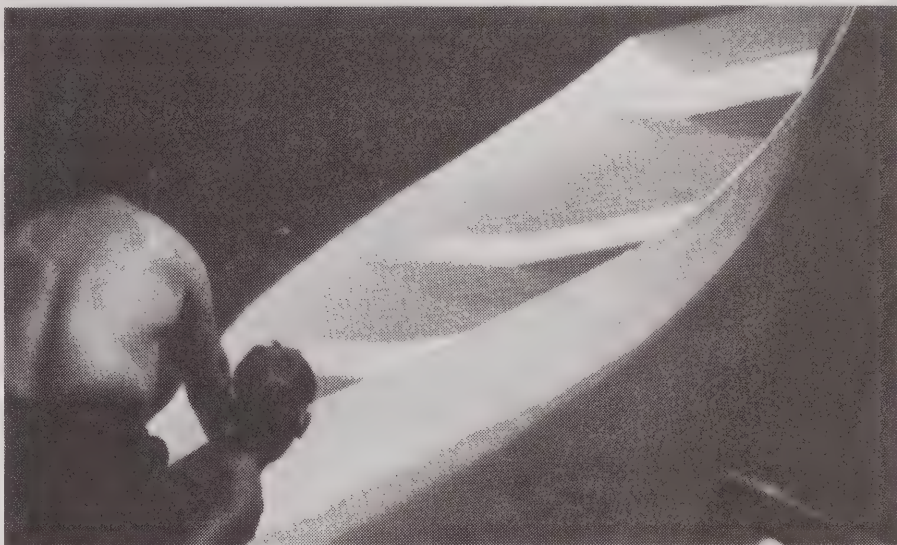
With two people on board when we filled the boat with water there was about 4-1/2" of freeboard when she heeled some 15 degrees, scudded athwart about a foot and came back to her bottom with about a foot of freeboard.

Both rowing seats and the stern seat are made of the same composite. Because the seats do not have a common wall with the outer hull, they are true captive air cells. I took the first hull right from the mold to the water. This hull needs no knees or trim for rigidity and shape. I have since taken it rowing and under power with a 1.5hp outboard, smooth and easy.

I used Ray Clark's "PlyBoats" (tm) software to assist in my design effort. This is the fifth boat I've used the software on. The others were one-offs, this one is molded for production. I thank Ray for the software each time I talk to him. I can get more done in an hour than I used to get done in a day, or days.

I am planning other models based on the same hull, but for now I am offering the rowing/power style. Base price is \$3170.

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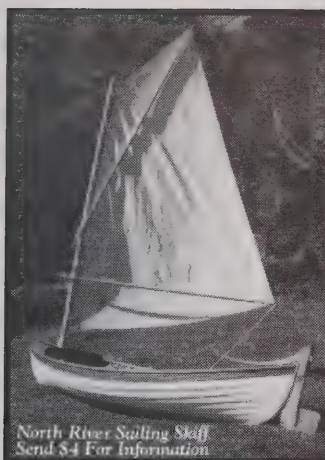
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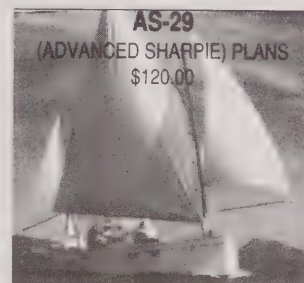
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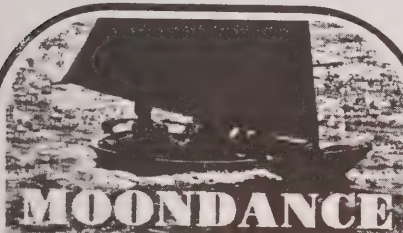
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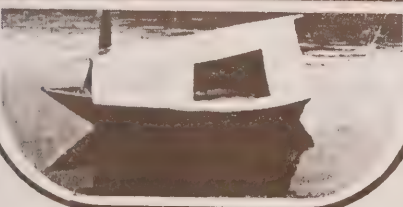
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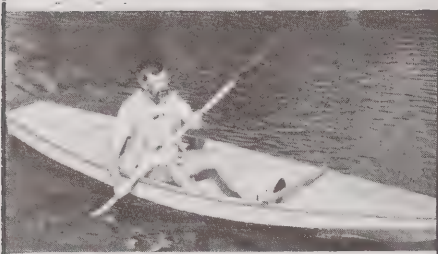
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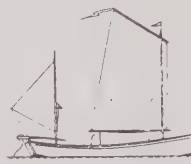
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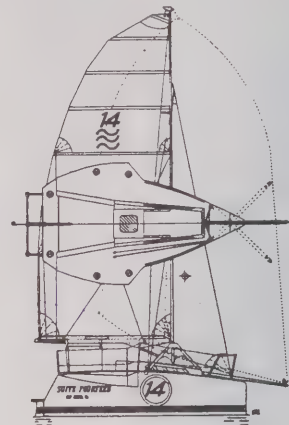
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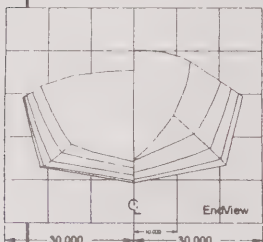


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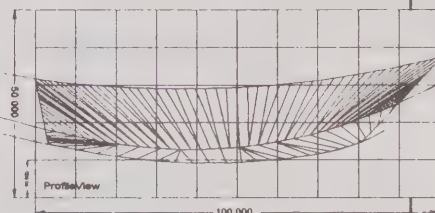
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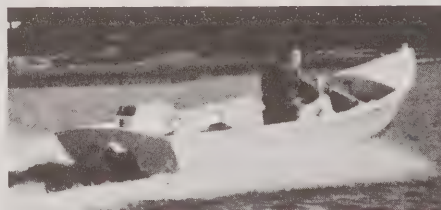
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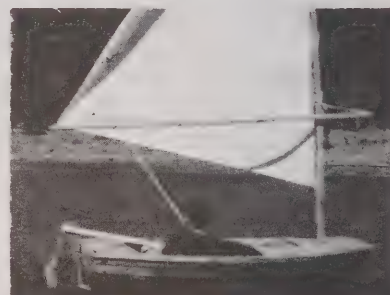
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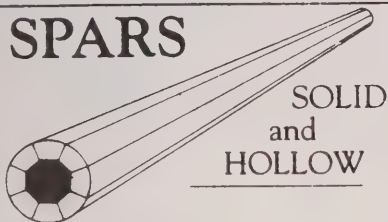
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PETER MURRAY, 89 West St., Portland, ME 04102, (207) 772-3811. (13)

'70 Tripp/Seafarer FG Sloop, 31'x 8'9" x 4'7". Nice lines, sound deck, hull & spars. Renovation in progress. Buy now, finish renovation yourself over the winter, go cruising next summer. Asking \$9,500.  
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Sea Pearl 21, cat ketch w/water ballast, vangs, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim, Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/btg buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 less than 10hrs Honda 2hp 4-stroke OB. \$500.

S. PAGE, 372 Gov. Chitt. Rd. Williston, VT 05495, (802) 878-6529. (13)

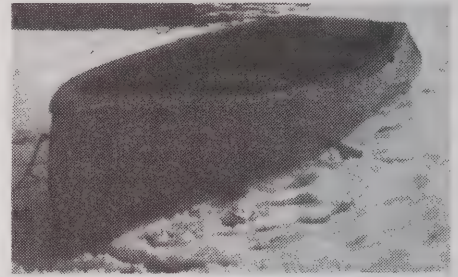
15' '55 Lyman Runabout, classic center steering. Recent tuneup on '67 35hp Merc. No rot. Mooring cover, bimini. All mahogany has 8 coats of Epiphanes. On refitted trlr ready to go. \$1,500.  
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GALVIN'S BOAT SHOP, 3 Westford St., Saugus, MA 01906, (617) 231-5490, (617) 233-6214. (13)



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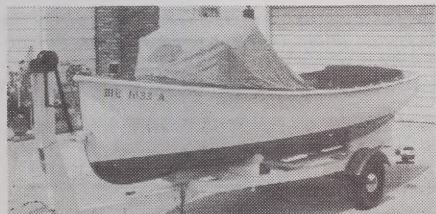


**Sailing Dinghy Sale or Trade**, 8' pram, FG, in almost mint cond, w/folding mast, dacron sail (like new), heavy duty rudder, CB, oars, & rowlocks. Would like to exchange in whole or in part for nice pulling boat that's not too heavy. My bones are getting kind of creaky for sailing.  
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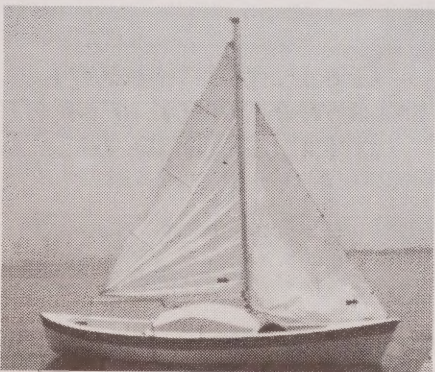
**10' Inflatable Kayak/Canoe**, 1-man, self bailing, foam floor. \$499. Extra fabric, \$12/yd, 60" wide.  
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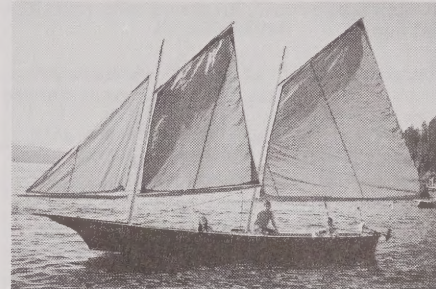
**Sea Pearl #1**, '80. 21', sloop rigged, CB. "Certified" dual axle trlr. \$2,865. Offers considered.  
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**16'10" Baidarka**, Aleut wood & skin kayak, 40lbs, lively sports car feel. '94, exc cond. Incl Aleut paddle, spray skirt, cockpit cover. \$3,100 value, asking \$1,600. Deliver negotiable.  
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**14' Swampscott Dory**, newly blt, just compl. Sail/row/motor. Mahogany galore, all custom bronze hrdwre, new galv trlr, new sail & mast, plus extras. \$2,000.  
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**'95 Bolger Schooner**, 23.5' LOD, new 2hp Minnkota electr OB w/115ah battery. Will assist w/shipping. \$5,000. OBO. **'85 Hobie 16**, yellow hulls w/rainbow sails. Exc cond, incl trapeze. \$1,000 OBO. Trlr \$300.  
RICK WOODBURY, N. 14 Howard, Suite 225, Spokane, WA 99201, (509) 624-5064. (14)



**10' Oxford Dinghy**, FG, mahogany seats and trim. Fully equipped, top cond, trlr incl. Ranked 1st in 9-dinghy-comparison tests in sailing, rowing, motor-ing. Downes & Curtis sail, Shaw & Tenney oars.  
WARREN BECKLEY, P.O.B 271, St. Michaels, MD 21663, (410) 745-5096. (14P)



**Bolger Micro**, epoxy & glass on plywood. Trlr, 3hp Seagull, Bolger Nymph dinghy. \$2,500.  
ALAN LINN, Holmes Beach, FL, (941) 778-1266. (14P)

'91 **Martha Jane**, fast small trailerable cruiser w/ 9.5hp Evinrude. New project forces quick sale. Will accept 10-15hp elec start OB as part of deal. I'd like to see \$3,000, any reasonable offer considered. '95 **Chebacco**, clinker version. \$6,500 for this one. I can help w/transportation esp towards Milwaukee/Chicago areas.  
MARC LINDGREN, Bagley, MN, (218) 694-6139. (16)

14' **Ken Swan Sailing Skiff**, prof blt in ME, finest materials, fast, handsome, mint cond, row, sail, motor. \$1,700.  
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**Fiberglass Boats**, in relatively gd cond in N.E. area. Receive tax write-off for full fair market value of your boat when you donate it to Mass CFIDS as part of fund raising program. Mass CFIDS will provide for surveying the boat, hauling & all paperwork. 100% of proceeds from donations goes to research & education. Please lv name & tel # and volunteer will return yr call.  
MASS CFIDS, Waltham, MA, (617) 893-4415. (TF)

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**Penguin Class Sail**, 72sf, Ratsey & Laphorn. \$50 w/bag & battens. Gd cond.  
JERRY BAKKE, 1872 Walnut St., Muskegon, MI 49441, (616) 755-7528. (13)

**Mast and Boom**, (Lightning?) w/fittings, compl set sails in gd cond w/almost new Lightning (for sure) main. Believed to be Lightning mast and boom, previously mounted on top of old Rhodes 19 cuddy. Mast is 26' 4", boom is 10'. Prefer to sell as a package BO.  
SCOTT CUNNINGHAM, 40 Elm St., Concord, MA, (508) 369-0222. (13)

#### SAILS & RIGGING WANTED

**Strong Working Sails**, for bronze track for Blue Jay or similar size sloop. Also reaching spinnaker (flat cut) for Lightning.  
KEN PARKER, 32 Haven Ave., Rockport, MA 01966, (508) 546-7679, (508) 988-0102. (13)

28' **Wooden Mast**, for Alden O-Boat. Could use Lightning mast. Also nd genoa jib. Will travel fair bit  
DAN MARAVELL, P.O. Box 921, Putney, VT 05346, (802) 387-2703. (13)

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**FG Kayak Mold**, for making your own 17' well designed fast FG kayak. Free.  
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**Clear Eastern Spruce**, 6/4 for your paddles, oars & spars: 12 footers & 14 footers \$2.40/bf; 16 footers \$2.50/bf. Also clear 4/4 Engelmann spruce & 12/4 Sitka spruce (quantity limited). Send SASE for detailed list.  
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**Kayak Paddles**, 8' Werner San Juan, 7' 1-pc Lendall Powermaster, 7.5' laminated Sawyer touring paddle, Folbot take-a-part. All @ reasonable prices.  
WILSON HUGHES, Amherst, NH, (603) 673-1460. (14)

**SS 2-Burner Stove**, brand new w/oven, gimbaled. \$550 OBO.  
STEVE SMITH, Eastham, MA, (508) 255-8226 before 9pm. (14)

'95 **Honda OB**, 9.9 hp long shaft. 4-stroke OHC, 2 cyl, elec start, alternator. \$2,200/OBO. '95 **Mariner OB**, 6hp short shaft, 2-stroke, 2 cyl, manual start. \$1,200/OBO. Both brand new, never used (it's a long story).  
LESLIE SMITH, Amherst, MA, (413) 549-5691. (14)

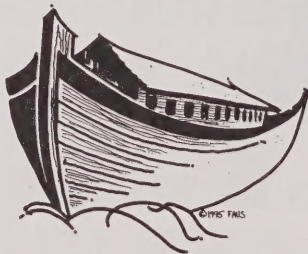
**Kennebec Canoe Seatback**, w/orig decal. Like to trade for old canoe catalog, Old Town, Kennebec, etc.  
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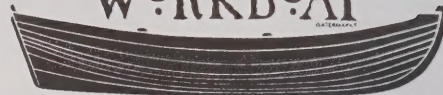


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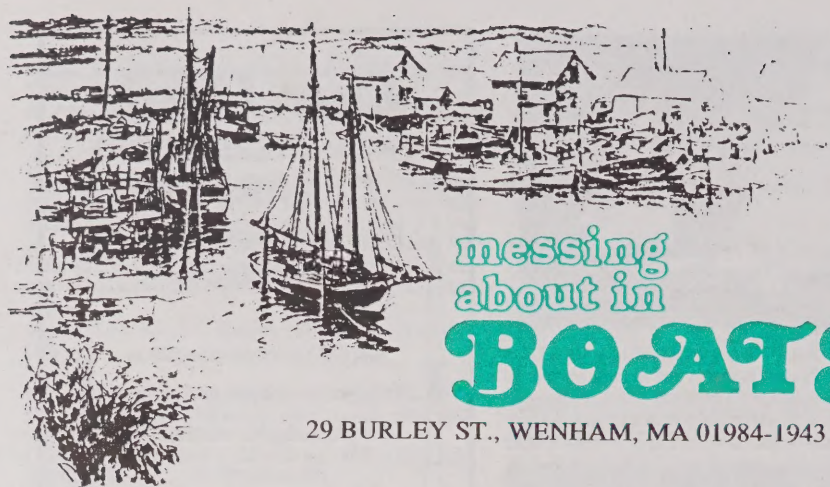
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